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1. Transports from FRANKFURT/Oder to GERMANY **OFFICIALS ONLY**

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17 May 1952 Around 2300 hrs. a train left FRANKFURT/Oder with 22 cars tiles to KÜSTRIN. The locomotive was changed for a Polish one in KÜSTRIN on Polish side. Then the train drove back to KÜSTRIN to the German side.

18 May 1952 Train left KÜSTRIN at 0400 hrs. with 46 cars wooden houses; the houses came from SCHNEPPA/Thür. This was escorted by 1 officer and 8 men with carbines and tommy guns. On this stretch are the following towns: GORZOW-KREUZ-SCHNEPPA-IDENTY-NAKLO-BROMBERG-TORUN-JAELOWNA-ILAWA-DEUTSCH/EYLAU-ALLERTAIN-KORSCHEN-GERBONKA-GERBAUEN. The conditions are good on this stretch which is double-tracked to GERBONKA. At the present there is only one track from GERBONKA to GERBAUEN. The other track is being put in; this concerns ca. 40 km.

In KREUZ there was a freight train with German locomotive and direction towards west. The load consisted of 24 trucks, besides 24 antitank guns, 10 cm, without muzzle brake. No other military transports were seen until GERBAUEN.

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20 May 1952 Arrival in GERBAUEN. Here the transport was turned over to Russian personnel who were to continue it to ISTERBURG. Nothing is known about the conditions on the stretch to ISTERBURG (16 - 18 km), since the German brigade leaders do not have permission to go here. According to observations there is only a border force here.

21 May 1952 From GERBAUEN with 24 G-cars ammunition and 22 empty cars. The trip went without troubles, and no military transports were seen.

23 May 1952 Arrival at FRANKFURT/Oder around 1200 hrs. The 24 G-cars continued to FRANKFURT/Oder

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[REDACTED]

The following was noticed at the shuttling yard in FRANKFURT/O.:

12 G-cars military goods to SATZKORN  
2 G-cars military goods to KAPEN  
1 tankcar gasoline to FRANKFURT/O.  
1 G-car military goods to GRANSKE

[REDACTED]

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24 May 1952 A transport consisting of 40 new trucks [REDACTED]  
arrived to FRANKFURT/O. from the direction of BREIT. It continued  
on to JÜTERBOG the same day. [REDACTED]

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2. Transports from FRANKFURT/Oder to BREIT-LITOWSK and back [REDACTED]

26 May 1952 Train left FRANKFURT/O. around 0200 hrs. with 44 cars of calcium  
cyanide from FINSTERLIT. The escort was 1 officer and 6 men  
with carbines.

27 May 1952 In KUTNO there was a transport train with German locomotive pointed  
in Western direction. The train consisted of: 24 G-cars, con-  
tents unknown; 12 half-tracked vehicles [REDACTED]; 12 antitank  
guns, 10 cm with muzzle brake.

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28 May 1952 There was a transport train without locomotive in BREIT. The  
direction was probably western. The train consisted of 40 to  
45 cars with Russian soldiers, partly with black/red shoulder  
loops. Since most of the cars were German, it was assumed that  
the train was going to Germany. No other military trains were  
observed before BREIT.

28 May 1952 Arrival in BREIT and turn-over to Russian personnel. Nothing  
special was noticed in BREIT. The coal supply has been increased  
and it has hard to determine how much, probably around 12000 to  
15000 tons.

28 May 1952 From BREIT with 12 G-cars military goods and 14 tankcars gas-  
oline plus 12 empty cars.

29 May 1952 In KALUSZYNA a train from Germany in direction of BREIT was noted.  
There were 12-14 G-cars and 20-30 trucks. [REDACTED]

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30 May 1952 Arrival in FRANKFURT/Oder during the night. The next morning  
the cars were continued in the following manner:  
12 G-cars military goods to RIESA-HAFEN,  
14 tankcars gasoline to VILLEN [REDACTED]

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3. Railway Traffic at WITTSTOCK Railway Station

15 May 1952 2 G-cars from WITTSTOCK to FINSTERWALDE to [REDACTED]

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17 May 1952 5 G-cars from ROTE ARMEE MEYENBURG to FRANKFURT/Oder

19 May 1952 1 G-car from FRANCE to FUERTENBERG to

21 May 1952 2 G-cars from WITTSTOCK airfield to NEURNEPPIN

Railway circular: The contents of the cars to ROTE ARMEE must not in the future be shown on the invoice.

22 May 1952 3 R-cars with wood from WITTSTOCK to WUSTENMARK  
1 G-car from WITTSTOCK airfield to PINOW,

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24 May 1952 3 tankcars gasoline (ca. 50 t) from VALTEN to WITTSTOCK airfield

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27 May 1952 3 R-cars with wood from WITTSTOCK to GROSS-HASLOW

#### 4. SCHWERIN Railway Station

Around 1700 hrs. on 6 May 2 columns Russian soldiers were seen at the railway station. Each column consisted of 20-30 soldiers with suitcases and rifles. One of the columns drove in direction of RAGENOW.

#### 5. NEUSTRELITZ Railway Station

a train consisting of 9 G-cars  
ammunition drove from NEUSTRELITZ to GRANIENBURG on 23 May. The train was guarded by volkspolizei men, numbering 12.

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#### 6. PRENZLAU

In PRENZLAU 9 storm guns were loaded on G-cars. The storm guns had 6 large track wheels and 3 smaller engaging wheels. The turret was fast to the body of the gun, and the entrance hatch was on back of the turret.

#### 7. FRANKFURT/Oder

From 1 to 2 June 11 transports arrived from BREIT and were led in northern direction. All trains consisted of 25 G-cars with men (ca. 30 men), 12 guns and 12 trucks. Out of these trains, 7 drove over NEUBRANDENBURG, GUSTROW to PRIMERWALD, RERIK (WUSTROW), WARMIMÜNDE and "Coast Defense" (VELCAST-WISMAR).

7 trains have ordered for 3 June. Only 5 have driven of which the contents is known for 4. 3 had 25 G-cars each with 30 men, 12 guns and 12 trucks. The fourth train consisted of 3 G-cars with men and an unknown amount of trucks. The fifth train is supposed to have consisted of 45 G-cars with men. On 3 June the trains were led into the MAGDEBURG area.

All trains on return trip have to be loaded until FRANKFURT/Oder and STETTIN.